



The winner of the Heston-Cardiff race, Mr. R. J. Waight, in the cockpit of the T.K.2. On the right can be seen a small section of the spectators and of the visiting machines at Cardiff airport. Another Flight photograph appears on page 303.



WELSH CLASSIC

*Close Finishes in the Heston-Cardiff Race, won by R. J. Waight (T.K.2.)
at a Speed of 190 m.p.h.*

ALTHOUGH the most sanguine of handicap air race spectators know that they will have to await the millennium before seeing an entire field finish in line-abreast formation, the last two London-Cardiff races have probably approached as nearly as possible to that ideal. Last year a blanket of three minutes covered a field of ten over a 120-mile course, and this year the first four arrived within thirty-eight seconds of one another.

The first two—R. J. Waight (T.K.2) and C. S. Napier (Percival Gull)—crossed the Cardiff boundary neck and neck, with three seconds between them on the line. Actually, Waight's win was a particularly well-deserved one. He had received thirty-nine seconds from the scratch man, W. Humble (Hawk Speed Six), and had virtually held his lead, the latter obtaining the prizes for fastest time by one all-important second! For once in a way, with a following wind, it paid to fly high, and Waight flew up against the ceiling with about 5 m.p.h. more wind assistance, while Humble preferred to have more engine power and less assistance at tree-top level.

On the whole, conditions were not too bad for the race itself, but the poor visibility during the morning had accounted for two non-starters—and might easily have accounted for two more. Capt. E. W. Percival failed to get over from Gravesend with Major Miller's Mew Gull until the first man (L. J. C. Mitchell in the Western Airway's Puss Moth, entered by Mr. R. Cadman) had left, and the Misses Glass could not get through to start after the Hereford event; they came on to Cardiff in time to see the finish after putting down at Cheltenham. Humble and Napier got through from Hereford to Heston by the skin of their teeth and by virtue of the latter's intimate knowledge of the Great Western Railway.

Before, during and after the race various machines were

demonstrated, mainly by private pilots, and Mr. H. R. Dimock, among them, put up one of the best ground and air demonstrations of the Drone that we have ever seen. He was unfortunate enough to be the focal point of the afternoon's only untoward incident. While making his landing circuit, flying down-wind and behind the club buildings, his hat blew off and broke the airscrew, so that he had to put the Drone down there and then—in a market garden. Very little of the machine was left, but it says much for the Drone that Mr. Dimock escaped with sundry cuts and bruises. On the following day an accident to another machine was, unhappily enough, destined to be very much more serious, casting a gloom over an otherwise bright and cheerful meeting.

Mr. W. Lindsay Everard, M.P. (who presented the prizes), and his pilot are to be congratulated on pushing through to Cardiff in the former's Vega Gull; Mr. S. Kenneth Davies for his superb work at the microphone; and the Cardiff Club in general for their hospitality, which, as usual, knew no bounds.

LONDON-CARDIFF RACE RESULT.

Pilot.	Machins.	Handicap.		Flying Time.		Speed.
		min.	sec.	min.	sec.	
1. R. J. Waight ...	T.K.2 ...	0	39	37	57	189.72
2. C. S. Napier ...	Percival Gull ...	9	18	46	39	154.3
3. L. J. C. Mitchell...	D.H. Puss Moth ...	15	37	53	20	135
4. W. Humble ...	Hawk Six ...	Scr.		37	56	189.8
5. P. Randolph ...	Percival Vega Gull ...	3	15	42	28	169.51

The winner used National Benzole fuel and Castrol oil and the machine's equipment included K.L.G. plugs, Hobson carburetter, B.T.H. magneto, Dunlop wheels and brakes, Huson compass, Dowty single-strut undercarriage, Titanine special finish and Rhodoid and Lancegaye screens.

The Lowe-Wylde Fund

CONTRIBUTIONS to the Lowe-Wylde fund totalled £894 12s. 6d. on September 10, the latest list of donations being as follows:—

	£	s.	d.
H. P. Folland ...	...	5	5
Mrs. M. Probyn ...	...	2	2
J. W. Howlett ...	...	1	1
A. J. Hughes ...	...	1	1
C. E. Holmstrom ...	...	1	1

Further contributions to the fund (which is to provide for the children of the late Mr. C. H. Lowe-Wylde, the ultra-light-aircraft pioneer) are still urgently required, and should be sent to Mr. E. C. Gordon-England at the London Air Park, Farnham, Middlesex.

They Won Through

MAJOR ANSON'S Monospar Croydon, which left for Australia at the end of July, and which was damaged in India, has now reached its goal. The actual flying time for the whole journey is stated to have been 59½ hours.

From London to Karachi an average speed of 160 m.p.h. was maintained, and from Karachi to Port Darwin the Croydon's speed averaged 171, in spite of the fact that strong headwinds were met with over a considerable portion of the route. At no time was the machine raced, the two Wasp Juniors working considerably below maximum capacity.

It is expected that the machine will leave Australia on the return journey at the end of next week.